

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,353 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,19 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

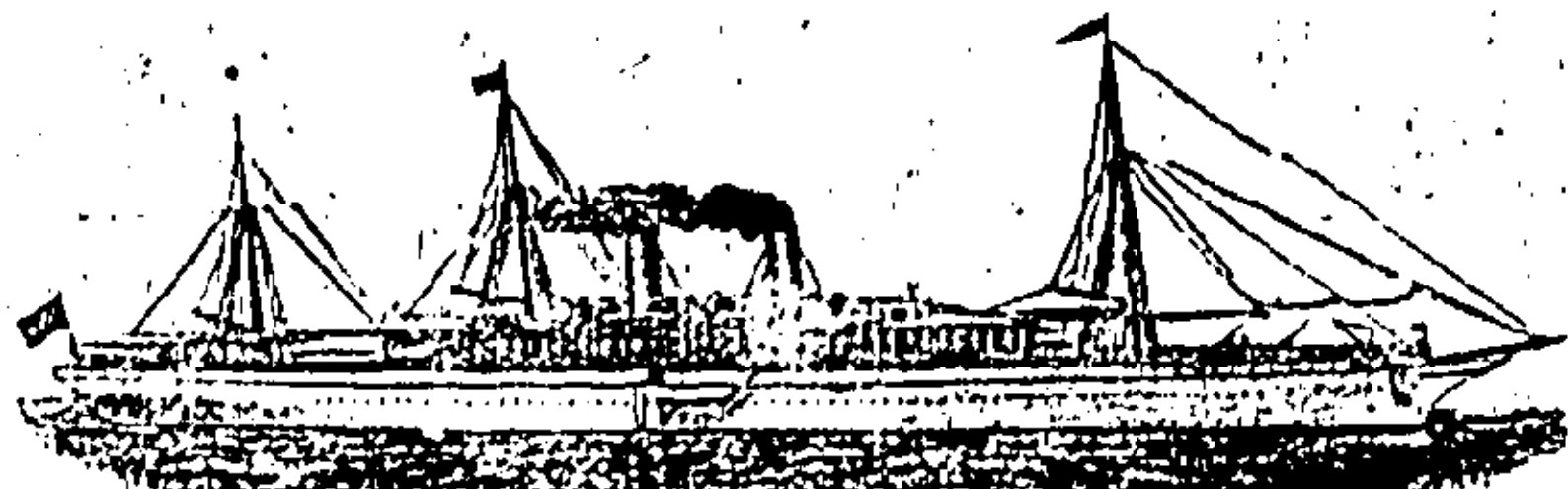
S.S. "SAINAM,"588 tons.....Captain J. Wilcox.
 "NANNING,"569 "....." C. B. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yanki, Mahuing, Kanchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 2nd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN".....6,000.....		WEDNESDAY, July 11.....	August 1
"MONTEAGLE".....5,500.....		WEDNESDAY, July 18.....	August 11
"EMPERESS OF CHINA".....6,000.....		WEDNESDAY, August 1.....	August 12
"TARTAR".....4,425.....		WEDNESDAY, August 8.....	September 1
"EMPERESS OF INDIA".....6,000.....		WEDNESDAY, August 22.....	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

"R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Black Pier. [13]
 Hongkong, 27th June, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and service, Single \$3.1 Return Ticket, \$5.5; 2nd Class, \$1.3; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1.1 with Cabin, \$2.
 1st Class—Return, \$2.1 with Cabin, \$3.
 2nd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

"KWONG CHOW".....1,300.....T.R. MEAD.
 "KWONG TUNG".....1,300.....R. RAMSEY.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4.
 Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 5 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 5.30 P.M.

FARES:—1st Class single \$1.1 with cabin \$2.00. return \$3.1.
 2nd Class single \$0.80, return \$1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.
 Hongkong, 2nd July, 1906.

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Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	THURSDAY, 5th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 22nd August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 17th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON THURSDAY, the 5th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Bismarck, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd July, Cargo and Special will be received on Board until 5 P.M., on WEDNESDAY, the 4th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

1. can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	58. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,300.....	TUESDAY, 24th July.
WILLEHARD.....	4,763.....	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,227.....	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lent, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£18.	£18.10	£14.00	Return £42.00	£37.15
TO BRISBANE.....	£30.	£20.	£14.	Return £34.	£16.
TO SYDNEY.....	£33.	£23.	£15.	Return £39.10	£18.10
TO MELBOURNE.....	£34.10	£24.10	£16.	Return £42.5	£14.5
TO YOKOHAMA.....	\$20.00	\$20.00	\$10.00	Return \$70.00	\$120.
TO KOBE.....	\$35.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class
 Steamer.....£97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, } PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.
 KOBE & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£62. 0. 0.
TO BREMEN.....	65. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 4th July, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

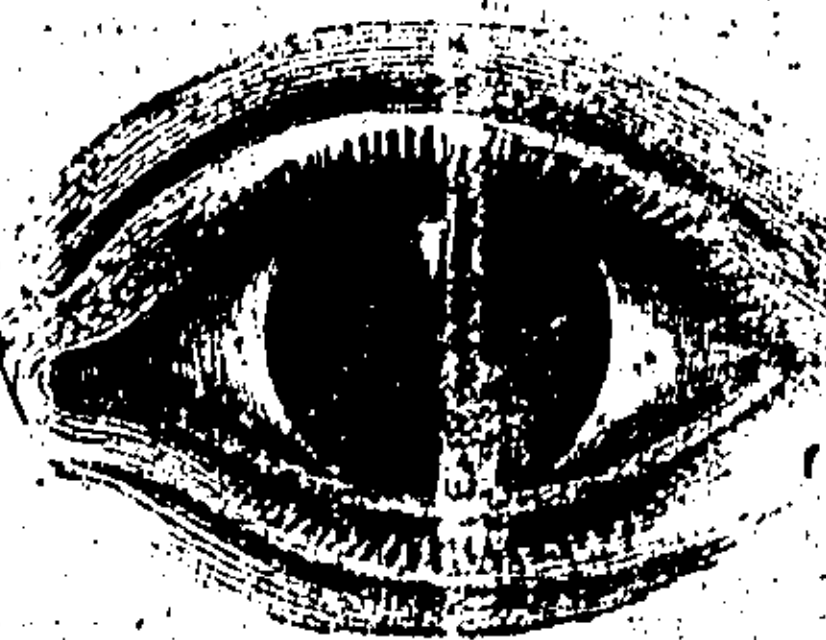
IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use.
 Destroys all smokes. Requires only one hand to hold.
 Can be used by anyone, even lady. Weight only 12 lbs. when full.
 Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAI HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$50
 These steamers have Excellent Saloon Accommodation and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.....	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH.....	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE,

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 19th June, 1906.

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Intimations.



A. S. WATSON & CO., LIMITED.

ERATED WATER
MA. UFACTURERS.

In the manufacture of High Class Mineral Waters the following are essential:—

PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS

AND
EXPERT MANIPULATION.

All these conditions are obtained in Waters of our manufacture.

Absolute Purity. Repeated analyses both locally and at home guarantee this.

Up-to-date Plant. Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in **Perfect Aeration** and economies in working justify them.

The Finest Materials only are used.

English Experts manage our factories, and our Waters are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment; the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters, necessitating special study.

Our Stone Ginger Beer is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1847.

Hongkong, 21st June, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

CASH LESS 10%.

CREDIT LESS 5%.

GREGOR & Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 28th June, 1906.

NOTICES.

Communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 4, 1906.

LANDING FACILITIES.

As the shipping of the port grows each year and the harbour accommodation becomes more and more restricted, it has been necessary to extend the anchorage ground for vessels of the mercantile marine farther westward to relieve the congestion in the central portion of the harbour of Victoria. It has been pointed out to us that the landing facilities are inadequate for the growing needs of the shipping community. An estimable member of that fraternity has represented that, considering the large number of steamers which moor down away by Kennedy Town, it would be a great convenience to the crews of those ships to have some landing steps nearer than those opposite the Po On Insurance Godowns. At present landing is rather difficult and risky—the only available way is to get on to some of the lighters near the stone walls and get ashore from their staging boards. It would be much appreciated if a landing step was available near the godowns of the American Mail Lines. We have no doubt that solicitous as the head of the Harbour Department is of the reasonable requirements of the shipping frequenting the port of Hongkong, the Honourable Captain Barnes-Lawrence will take note of the suggestion of the mercantile officer who is only one of a great many who feel the need of more suitable landing accommodation at the western end of the harbour than that at present existing. If after due inquiry the Harbour Master ascertains that the representation of the mercantile officer is one deserving of prompt notice—as we believe it fully to be—it is to be hoped that the suggestion put forward in our columns will lead to the Government providing a landing stage commensurate with the requirements of the mercantile marine officers whose duties render it necessary that they should disembark at the western end of the water front.

SANDAKAN AS IT IS.

The British North Borneo Herald thus remarks on the progress made at Sandakan: "To specify a few of the more marked improvements we must begin at the Wharf, where we find a new Office for the Superintendent of Customs. Think what a relief it must be to get away from the old one and its close proximity to the boxes of 'ikan kering'! Then on into the Chinese town, and we find it cleaner and better looked after than ever before, several new blocks of shops, and more in builders' hands; the Gambling Farm as crowded as ever, a sure sign of prosperity; a better class of goods in the old established shops, but, breathe it not, at the same old prices! On passing from the town we find the Post and Telegraph Offices in new quarters, a very smart and businesslike building, then on to the Printing Office, transferred (not to the Museum) but to the building once used for it, which seems to give ample space for the increased staff and output; on towards Fort Pryer, where we come across Messrs. the China Co.'s Slipway, a boon to our own as well as our neighbours' shipping, which occupies the land and foreshore which was formerly the resting place of the 'flotsam and jetsam' of Sandakan town, until we arrive at the Eastern Barracks, an entirely new building and an enormous improvement on the old one. On our way back the roads call for mention, in fact the roads everywhere have been graded and widened, corners cut off and the old washout properly drained. The exterior of the Church looks practically finished, and we hear that as soon as the windows are in, the old building inside, over which the nave proper has been built, will be removed, and exposed to our view what we know to be a great ambition—a stone Church in Borneo—the dogged progress of the Church calls for our great admiration of a set purpose. No appreciation of Sandakan would be complete without noting what to us is the new Government House, lying in its beautiful grounds, in which it is easy to detect the hand of the expert gardener. We might mention many more actual improvements, but the foregoing show quite clearly Sandakan has made big strides forward in beautifying herself. She need never fear rivals to her claims to be the first town of British North Borneo, however successful or prosperous her sister towns may become. We wish them the success and prosperity she herself enjoys.

LOCAL AND GENERAL.

THREE cases of plague have occurred since yesterday.

THE English mail of the 2nd June was delivered in London on the 30th June.

MR. G. M. H. PLYMOUTH, H.M.'s Consul, has assumed charge of the duties of senior consul at Foochow.

*On pages 6 and 7 will be found extracts from the text of the report of the Department of Agriculture on the American packing-house conditions.

THE Water Police charged Tse Tung Shing, stoker, on board the Yaumai ferry launch *Hing Lee*, at the Magistracy this morning, with dumping ashes into the harbour last night. The charge was proved and a fine of \$5 was imposed by Mr. H. H. J. Gompertz.

IP Tsau Lam, master of a cargo-boat, came before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of anchoring his vessel in the southern fairway last night, thereby causing an obstruction. The defendant pleaded guilty, and he was fined \$5.

OUR 100 deportees arrived in the Colony early this morning from Saigon by the steamer *Dérouant*. They were marched up to the Central Police Station and placed in the compound. Their photographs, descriptions and fingerprints were taken, and they were then led down to different steamers and transferred to pastures new.

A VERY fine batch of griffin mares arrived in the Colony yesterday on the s.s. *Prins Sigismund*, on their way to Japan. The consignment consists of twenty-five mares which are in charge of Mr. H. T. Turton. They are from Messrs. Campbell and Son, Kirk Bazaar, Melbourne, and are consigned to the Yokohama Race Club.

A MOST regrettable bathing fatality occurred on the 20th ult. at Pagoda Anchorage in which Mr. H. Harcourt, a member of the Customs staff, a universal favourite, not only with his own colleagues, but noticeably also with all with whom either business or pleasure brought him in contact, lost his life although only a young man. Mr. Harcourt's influence had already made itself felt for the benefit of the service to which had his life been spared he would have been an ornament.—*Footnote Echo*.

LAI HUNG, an unemployed coolie, was placed before Mr. H. H. J. Gompertz, at the Magistracy this morning, at the instance of Sergeant Sims, charged with stealing a pongee jacket, valued at \$4, from on board the steam launch *Tak Lee*, at Sham-shui-po, yesterday, and also with being in unlawful possession of a finger-ring, reasonably suspected to have been stolen. The defendant admitted the first charge. As regards the ring he said it was picked up in the street. His Worship sentenced him to one month's hard labour and in lieu of one day to be exposed in the stocks for six hours.

SERGEANT GORDON and a *posse of lukongs* made a gambling raid at eight o'clock this morning at the Kennedy Town Cattle Depot and managed to arrest eight coolies, although a good many effected an escape. The eight men were placed before Mr. H. H. J. Gompertz, at the Police Court this morning. Evidence was heard to the effect that the first two men were the keepers of the gaming house. They were playing *put-lau*. The third defendant, after the cards had been dealt out, showed two points and won. He was given thirty cents by the second defendant and ten per cent was deducted as commission. The two leaders were fined \$50 each, and the others had to pay \$3 each.

THERE is going to be some fun in Singapore in ice-making and ice-selling. The New Singapore Ice Works and the River Valley-ice works have up to the present had a monopoly of the supply, and they have done very well in keeping Singapore supplied; only on one or two occasions for years has there been any failure in the supply. The Straits Industrial Ice Factory has now come into competition, and the Cold Storage Co. are also to make ice, although they will probably find their market rather on board ships than in the town. We are told that ice is now being sold on the streets, by vendors, at a cent a pound, and they are believed to be making a hundred per cent profit. The result was that there was any quantity of cold drinks and ice creams consumed by the natives.—*S. F. P. 411*.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores in the first competition for the China Mail Cup held on Saturday last. 10 rounds at 200 yards disappearing target. There were 39 entries:—

Name.	No. of hits.
J. H. Pidgeon.....	7
J. C. Peter.....	6
P. P. J. Woodhouse.....	6
E. W. Terrey.....	4
W. H. T. Davis.....	3
G. W. Evans.....	3
Dr. Evan Jones.....	3
R. H. King.....	3
A. Mackenzie.....	3
J. McInnes.....	3
G. H. Wakeman.....	3
Sir Francis Piggott.....	3
A. W. J. Watt.....	3
Capt. Barnes Lawrence.....	3
C. E. H. Beavis.....	2
C. Glover.....	2
E. J. Grist.....	2
H. Hutchings.....	2
J. McCubbin.....	2
D. McKenlie.....	2
G. E. Morrell.....	2
H. T. Richardson.....	2
D. Willis.....	2

THE LAI HING BANK CASE.

A FRUITLESS APPEAL.

In Appellate Jurisdiction this morning, by the Full Bench, consisting of their Honours, Sir Francis Piggott, Chief Justice, and Mr. A. C. Wise, Puisne Judge, judgment was given in the case of the Lai Hing Bank, *ex parte* Ma Leung Ko, and in the matter of an issue between the Official Receiver and Wong Ka Chuen. Hon. Mr. H. E. Pollock, K.C., and Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the appellants, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chuen.

THE JUDGMENT.

The Chief Justice said that this was a motion for a new trial in this matter, which was an issue in the Bankruptcy trial before him and a Common Jury. The grounds were: (1) that there was misdirection; (2) the verdict was against the weight of evidence; and (3) that there was the discovery of new evidence since the trial. The new evidence consisted of certain documents which were not forthcoming at the trial; (a) the petition sent by Wong Ka Chuen to the Chinese Government, and two documents discovered among the Lai Hing papers; (b) some witnesses who were not forthcoming at the trial because they were not known, or because they were out of the Colony; (c) some witnesses who were present at the creditors' meeting, and who, it is alleged, are willing to come forward now and say that what the previous witnesses said as to this meeting was true.

None of this evidence affords sufficient grounds for granting a new trial. As to the last, it is to be observed that the witnesses do not, even now, volunteer to come forward. Their names have been discovered; they have been asked to come forward and give evidence, and they expressed their readiness to do so. Even if they were allowed to do so, and a new trial granted on this ground, it is difficult to interpret the phrase that the "evidence given by the previous witnesses was true" since they gave varied accounts of what took place, and Counsel, in his argument, very distinctly, in spite of an invitation to do so, abstained from analysing what those previous witnesses actually said. The third ground for the application therefore fails. With regard to the other two grounds, they must be kept distinct. He could not understand the process of arguing which treated them as interlocked or overlapping. As regards the allegation of misdirection, the first ground for the new trial, which includes misdirection as to facts and law, also as to certain points of absence of direction. There were 13 heads of not on lettered A. to M. His Honour then proceeded to deal with these heads as aimed at by Counsel, and referring to the advertisement so much point was made of, he said if the judge could not tell the jury that it was fictitious then he did not know what he might do. He had told the jury that one of the witnesses, Wong Sai Ho, was unworthy of credit. It was with reference to that witness's evidence that the question arose as to the introduction of the shorthand notes to "supplement," as it was called, the judge's notes; for the purpose, clearly apparent, his Honour thought, of contradicting or controlling those notes. He thought it would be convenient to incorporate in this judgment his reasons for refusing to admit those shorthand notes, stating that the authorities dwell on the importance of taking the judge's notes as correctly interpreting the evidence, and after quoting the authority his Honour said he would add that a shorthand writer's notes, being verbatim, would give certain prominence to things which were said, but which were not intended to be recorded, as serious evidence, and which had no application to the points at issue, nor could they accept the notes of a newspaperman who obviously took down what he thought would be of interest for his paper. It may well be that the notes in this case were taken with care as the reporter who took them was the reporter officially engaged by the Court to take down the evidence. It was clear to his mind that whatever the witness may have said afterwards he had stretched the meaning of the word "clansman" beyond its usual significance, implying that Wong Ka Chuen offered to do something which one real clansman might do for another. He therefore considered he was justified in telling the jury he was unworthy of credit. His Honour then referred to the altered cash book, and said to anyone with a very slight knowledge of the use of the brush on Chinese paper it was absolutely nonsense for the expert to say that he could see through the superimposed character the writing underneath, and he declined to put such nonsense to the jury, and told them so.

Three heads of the motion were grouped together; the alleged ground of misdirection being common to them all; that a judge must not even in the clearest case express an opinion on the credibility of a witness, to the jury. It is established law that the judge may declare what everybody knows to be their duty in any given case: this is the principle known as *res ipsa loquitur*. If a judge has this very wide power undoubtedly he has the comparatively minute one which he exercised in this case. If evidence judged by the light of common knowledge was nonsense, he declined in the interests of justice to allow it to go to a jury without such comment. Lengthy quotations from authorities followed. His Honour, continuing, then said that the cases alluded to by the learned Counsel for the appellants were not the only instances of adverse criticism on the judge's remarks. He contended himself with a mild grumble at what his Honour said with regard to Chin Yun; that in cross-examination he shifted as no witness ought to have done when facts were well within his knowledge. His Honour here reviewed the evidence of the witnesses at the trial, and passed on to the further grounds for the trial, which he dealt with at considerable length, taking the

heads seriatim. He said he found certain defects in his summing up, but they were different to those alluded to by learned Counsel, and his method of analysing the summing up showed an extraordinary lack of appreciation of ordinary forms of legal analysis and language. Referring to the question of "inducement" his Honour said Mr. Sharp had said "why should there be evidence of inducing people to deposit? This is not a case of 'holding out.' The direction raises a false issue, it is inaccurate and is therefore a material misdirection." A more extraordinary case of misquotation, continued his Honour, I never came across. The question of the partnership of Wong Ka Chuen was again dealt with, and the evidence of the seven witnesses, alleged perjurers, after going at great length with the arguments of learned Counsel, as already reported in these columns, his Honour said whatever doubt he may have had in his mind as to the potentialities of the altered entry he thought under the circumstances it could not be described, otherwise, as the jury had all the facts fairly before them, and that viewing the whole of the evidence reasonably, this is not a verdict, so far as this special part of the case is concerned, which can be described as one which they could not properly find. He was of opinion therefore that on all the grounds set forth the motion for a new trial must be refused with costs.

The Puisne Judge concurred.

The Chief Justice said that as regards the matters of the production and filing of the copies of the summing up in these proceedings, he would disallow the costs as between attorney and client, against the appellants, to mark his disapproval of the procedure.

Mr. Slade said he had been put to cost in receiving and copying the summing up.

The Puisne Judge: That does not concern you; the order is only against them. Your costs are not touched.

Mr. Pollock then said that he wished to point out that his Honour the Chief Justice, quite unintentionally, no doubt, had misinterpreted the arguments. Those arguments made Counsel appear as saying that the learned judge had no right to offer an opinion to the jury. He would not like that to go forward to the higher Court, as it was not at all what either he or his learned friend intended to or did say in fact. They admitted that the learned judge had the right to express an opinion, but what they contended was that in saying that a witness "is unworthy of credence" is more than the expression of an opinion, it is a direction to the jury.

The Chief Justice said he would modify that statement.

THE OPIUM TRADE.

THE FARMERS' LOSS.

As is generally known the Colonial Government is inviting tenders for the opium monopoly for the next three years. According to present information the probabilities are that the present holders of the monopoly will not make any attempt to secure the privilege for another term at the price of the current farm. Statements on the subject, which our representative was enabled to obtain in an interview with a gentleman connected with the opium farm, might not be without interest to our readers.

Asked as to the likelihood of the present holders of the monopoly tendering for another term, the gentleman remarked that it was impossible at the price they were paying annually for the exclusive privilege. "We are prepared to walk out," he said, "and give some other firm a chance."

"What was the sum you tendered for the present monopoly?" asked our representative.

"\$185,000 per month."

"But you got a reduction not long after you were granted the licence? Was not that good enough?"

"Yes, we got a reduction of \$15,000 after an application was made to the Government. But still we could not manage to secure any profit. Our second, third and fourth applications for a further reduction were refused."

"What is the cause of the reduced takings?"

"Bad business, high rent; in fact, there has been a combination of circumstances against us."

"Has the depreciation in the value of subsidiary coins in any way affected your business?"

"I should say it has. We have to pay the Government \$70,000 a month and they will not receive it in any other money than in bank notes. As our retail business is transacted in subsidiary coins we lose \$4,000 every month in getting banknotes in exchange for our small coins."

"Then the farm is losing money?"

"Rather. At an average the Opium Farm is losing about \$40,000 a month."

Continuing, the gentleman proceeded to state that had it not been that the largest shareholders in the business were well-to-do Singaporeans, the farm would have gone into bankruptcy years ago. He also said that in case the farm could no longer bear the loss and had proposed to close their doors, the Government would not only forfeit their security of half a million dollars, but would look to them for one million dollars for failing to carry out the terms of their contract. In former years, business in exporting the drug to Australia was a paying one, but since the Commonwealth of Australia prohibited the drug from entering Australia the loss sustained by the Farm thereby has been \$20,000 per month. He concluded by saying that since the anti-opium agitation was started both in Europe and China, the majority of habitués have given up opium-smoking and taken to morphine.

In reply to Mr. S. M. Mitra, late editor of the *Deccan Post*, Mr. Chamberlain has stated that if a Tariff Reform conference is held the views of India ought to have the same weight as if she were a self-governing Colony.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

THE HSINCHENG RISING.

MAGISTRATE MURDERED.

CHRISTIAN MISSIONS DESTROYED.

CONVERTS KILLED.

[From Our Own Correspondent.]

Shanghai, 4th July,

12.35 p.m.

The town of Hsincheng is still in the hands of the rebel members of the Red Association.

The insurgents have murdered the magistrate of Hsinchenghsien.

The rising is not confined only to the overthrow of Chinese authority in the city. The rebels are scouring the country in the vicinity of the city and have destroyed the Protestant and Roman Catholic churches indiscriminately.

The casualties reported so far are that six converts have been killed.

THE TOWN BESIEGED.

IMPERIAL TROOPS TO THE RESCUE.

[From Our Own Correspondent.]

Shanghai, 4th July.

The troops de-patched by the Imperial Authorities are making every attempt to re-take Hsinchenghsien.

[The first and only news received in the Colony of the rising at Hsinchenghsien was communicated in an exclusive telegram from our Shanghai correspondent and printed in our issue of last evening. The despatch stated that five thousand members of the Red Association were holding the town of Hsinchenghsien. They were preparing to withstand a siege by the Imperial troops. Several corps had been despatched to the scene by the Imperial authorities.—Ed., H. K. T.]

A BRITISH POST OFFICE FOR TIENSTIN.

We (*P. & T. Times*) are pleased to be able to announce that arrangements have been concluded for a British Post office for Tientsin under conditions which bear promise of the most efficient and satisfactory management. A contract has been concluded whereby from the 1st of January next British postal interests will be in the hands of the Chinese Engineering and Mining Company, Ltd., who will have the handling of all local British mails under direct authority from Hongkong. This is an arrangement which will doubtless come as a surprise to many, but a moment's reflection will show that no more satisfactory arrangement could have possibly been made. Unlike the British Consulate the Engineering and Mining Company has both the premises and the staff available for such an undertaking, and but little augmentation is necessary and is therefore able to inaugurate a Union service much more economically than any other office here. The Company's office has a courtyard, separate building, notice boards and entrance in every way suited for postal requirements at least for the present, and we have reason to believe that the admirable system of delivery boxes will be instituted to facilitate the delivery of business mails immediately on arrival, and from all we can gather the whole question has been gone into in a thoroughly businesslike and practical manner and we have every confidence that the able Agent of the Company is prepared to spare neither pains nor attention to make the project a success. The initial contract is for a year, as a certain amount of practical experience will naturally be required before the service can reach the perfection which will be aimed at. An effort will be made, however, to overcome the anomaly which English mails brought by French and German steamers are delivered here three or four days or a week later than the bags for the German and French offices brought by the same vessel. The fault for this lies, we are aware, with the office in Shanghai, but the Engineering and Mining Co., Ltd., will be in a position to bring pressure on the Shanghai office through Hongkong which the C. I. P. O. certainly cannot do. From the 1st January next, therefore, Tientsin will enjoy the privilege of penny post and all other Union advantages in regard to money orders, parcels, etc., and we congratulate Major Nathan on having taken up the scheme, and wish him all success in the venture.

SHIPPING AND MAILS.

MAILED DUE.
Indian (*Catherine Apsar*) 5th inst.
American (*Hongkong Maru*) 7th inst.
French (*Armand Dufay*) 9th inst.
Indian (*Namanga*) 10th inst.
Canadian (*Toronto*) 17th inst.
American (*Korea*) 18th inst.

The s.s. *Dun of Kelly* from Japan and China arrived at New York on 29th ult.
The T. K. K. s.s. *America Maru* sailed from San Francisco on 30th ult. for this port.

The I. C. S. M. Co's s.s. *Wasseng from Calcutta* and the *Sumatra* left Singapore for this port on 3rd inst. at 6 p.m.

The U. P. R. Co's s.s. *Athenian* arrived at Nagasaki at 9 p.m., on 2nd inst., and left again at 6 a.m., Tuesday, for Kobe, where she is due to arrive at 4 p.m. on 4th inst.

TELEGRAMS.
JAPANESE TRAINING
SQUADRON.

ARRIVAL AT SINGAPORE.

(From Our Own Correspondent.)

Singapore, 4th July,
4.05 p.m.

The Japanese Training Squadron, under Vice-Admiral Shimamura, arrived here to-day.

The official landing will be made to-morrow.

(Reuter's.)

The Naval Manoeuvres.

LONDON, 4th July.

The attacking fleet has captured Scarborough, and claims to have a complete control of the Channel.

The defenders have captured the *Victorious*, the flagship of Admiral Sir Berkeley Milne, and other vessels, off Finisterre, after an exciting fight.

Later.

The Meat Packing Scandal.

Congress has passed the Meat Bill, minus the provision requiring the date of inspection to be on the tins, but placing the cost of inspection on the Government.

This is considered as a notable victory for the packers.

THE ESTIMATED LOSS.

Kansas City, June 6.

The *Journal* will say: "It is estimated that the business done by the packing houses located here will suffer to the extent of \$10,000,000 (gold) as a result of the agitation in connection with the President's crusade against canned meats."

"Charles W. Armour said:

"All this agitation is going to do an immense amount of damage, and in quarters where it will be the hardest to overcome the prejudice aroused."

"It will be a long time before the prejudice against American meats in England will be allayed, and it will be still longer on the continent. The packing industries of the country have enough obstacles to contend with without increasing the number unjustly or mischievously."

"Everybody knows how hard it is to control the meat trade in Germany and France. The world is allied commercially against the United States. It is only by dint of sheer superiority of products, better methods, and American strenuously that America holds her own and is conquering the markets of the world. It is not from any commercial hostility."

"I do not think the estimate of \$10,000,000 loss to the packers in the whole country is exaggerated. That is only a shrinkage of about 10 per cent. on the total volume of business done, which I think easily a billion and a half of dollars in all branches of the trade. We have complaints from England that the canned meat trade is decreasing."

Russia.

The Government has asked the Duma for a grant of £10,000,000 to relieve twenty-seven Provincial Governments suffering from the failure of the crops.

A steamer has arrived at Kustendje, from Odessa, with a large number of Russian aristocrats, who have left the country fearing an immediate revolution in the south.

Heat Wave in New York.

A heat wave is passing over New York. There have been 14 deaths and many of the inhabitants are prostrate.

WILD BOAR HUNT IN SINGAPORE.

Sportsmen need not bewail the fact that there is no more big game shooting to be got in Singapore, observes the local *Free Press*, for with tigers under billiard tables and wild boar careering through the busiest streets of the town they have nothing to grumble at. The other evening the wildest excitement was created amongst the natives in town by the report that there was a "babi hutan" loose in the vicinity of the Secretariat. It appeared that the beast had been brought into town in a cage, but had somehow effected its escape and was dashing along High Street had charged rikshas and pedestrians indiscriminately. For the boar seemed more enraged than frightened. More than one Chinaman had a taste of its formidable tusks, but there was also an amusing side to the affair. One old Malay who was suddenly warned of the approach of the "babi" became lath and stood right in its track gesticulating and cursing as people with his affliction do. The big boar dashed right at him and bowled him clean over but did not touch him with its tusks. This was the climax and the old man became so lath that he ran at all and sundry and began to push them over. After a couple of surprised Chinamen had been captured the Malays from the cane shops in the street seized and held the old man till his paroxysm subsided. Meanwhile the boar ended its charge with a dive into the river and was stunned with blows from oars and sticks. It was then fished out and carried away by some Indians who claimed it as belonging to the Indian Circus.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 4th at 12.15 p. The barometer has fallen slightly on the S. coast of China, and is now quickly rising. Pressure remains low over N. China. It is also low over the N. part of the China Sea, but the observations are insufficient to indicate definitely the existence of a cyclonic depression. The highest pressure is over the Philippines. Moderate S.W. winds are indicated in the Formosa Channel, and E. winds over the N. part of the China Sea. Forecast:—E. winds, moderate; thunder storms.

H. F. THE GOVERNOR

"AT HOME."

Hitherto, when recording the *al fresco* entertainments given by His Excellency the Governor, Sir Matthew Nathan, it has unhappily been necessary to state that the function was spoiled by rain; in fact, it appeared to be becoming almost proverbial that rain should be associated with His Excellency's out-door entertainments. Thus it was a pleasant surprise to those intending to call and pay their respects to His Excellency, to note, as the day advanced yesterday, it became clearer and brighter, with an almost entire absence of clouds—an ideal day, and real "King's weather," being the result. That it was, no doubt, on the lower levels, but on the heights, in the beautiful grounds of "Ovalton Lodge"—His Excellency's summer residence—it was delightfully pleasant and cool, while the clearness of the atmosphere enabled one to obtain an unusually fine panoramic view of the Island and surrounding waters. As usual, His Excellency, supported by Captain Arbuthnot-Leeke, and Captain Smith, aides-de-camp, and Mr. R. A. B. Popham, private secretary, was indefatigable in looking after the comfort and welfare of his numerous guests, while the day and the dresses and the uniforms together conspired to produce a very bright and animated scene. A few enthusiasts ventured to indulge in tennis, but the majority preferred to promenade the lawn and listen to the music provided by the splendid band of the Royal West Kents, under Bandmaster McKelvey, which played a very excellent selection of music. Refreshments were served in marquee on the lawn, as well as in the dining-room, and altogether a very enjoyable time was spent by the visitors, of whom there were in all some two hundred and fifty.

ALLEGED ASSAULT ON THE HIGH SEAS.

ENGINEERS SUMMONED.

At the Police Court this forenoon, before Mr. H. H. J. Gompertz, H. G. Ellis, of East Avenue, Kowloon, chief engineer, aboard the steamer *Sungkingang*, and H. C. Notting, third engineer of the same ship, were summoned by Inspector Langley, of the water police, for assaulting a fireman named Wong Sam, on the high seas, on June 6th last.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the prosecution, and Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, represented the defendants.

His Worship said that he knew nothing about the case, but the police informed him that the fireman was in hospital and was unable to attend, perhaps for a week. In view of that he had asked the police to call Dr. Thompson to attend so as to ascertain whether the injuries the man received were due to an assault or through other causes.

Inspector Langley then produced the doctor's certificate, and his Worship intimated that the man was suffering from resolving pneumonia.

After waiting for over three-quarters of an hour for Dr. Thompson and then seeing no signs of his arrival by about noon, Mr. Master said that apparently the doctor was lost, for he had not even arrived at the Tung Wah Hospital to get the Court's message. He would suggest a remand.

On being asked to state his case, Mr. Grist also applied for a remand until the discharge of the fireman from hospital. The *Sungkingang* will be leaving for Cebu on the 6th and will not be back for about sixteen days. His case briefly was that the defendants kicked the fireman along the deck and down into the engine-room. When he fell below the man became unconscious and he was so ill afterwards that on arrival here he had to be removed to the Tung Wah Hospital.

Mr. Master said that he denied that the fireman was assaulted.

After another short delay Dr. Thompson arrived. On being asked if the man's illness was in any way due to an assault, Dr. Thompson replied in the negative. There were no marks on the man, nor was there anything that could lead one to think he was assaulted.

The case was adjourned.

SUICIDE OF A CHINESE WOMAN.

INQUIRY AT THE MAGISTRACY.

At the Magistrate's court this afternoon, before Mr. H. H. J. Gompertz, presiding as Coroner, an inquest was held touching the death of Chan Tai Shing, a Chinese female, 19 years of age, who committed suicide by jumping into the harbour from the Praya East, on the 24th ultimo.

There was no jury called, and Dr. McFarlane was the first witness. He said that on the 27th ultimo he held a *post mortem* examination on the body of Chan Tai Shing, but discovered the body to be too decomposed to permit of a diagnosis. He thought, however, that drowning was the cause of death.

Chan Loi Ho, of No. 43, Ship Street, deposed that the deceased woman was known to her and she was for about two years in her house. The last time she saw deceased alive was at 9 p.m. on the 24th ult. Deceased, who was sitting outside the door of the house at the time, said that she was going for a walk, and witness, hearing that deceased was always talking of killing herself, followed. The deceased walked down to the wooden wharf near Blue Buildings and on gaining the end of the pier jumped into the sea. Witness, who was behind, grabbed the deceased, but was nearly pulled into the water with her. He immediately gave an alarm and the police arrived and she made a report at No. 2 Station. Witness was of opinion that the cause of deceased taking her life was because she was in debt. Her creditors were continually pressing her for payment and this preyed on her mind to such an extent that she took her life. Witness could give no other reason why deceased should have taken her life. He ceased never gambled, but she drank beer and *samsu*. Witness could not tell who her creditors were, but she emphatically denied that the mistress of the house was the creditor.

A verdict of suicide during a fit of temporary insanity was returned.

THE COMITY OF NATIONS.

A CASE IN COURT.

In Admiralty Jurisdiction this morning, before His Honour Sir Francis Piggott, Chief Justice, a motion was made to dismiss the action of the owners of the junk *Tung-On-Tai*, and the owners of the cargo laden in her versus Arthur Everett Gore.

Hon. Sir Henry Berkeley, Attorney-General, instructed by Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, appeared for the Crown, and Mr. M. W. Slade, instructed by Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, represented the junk owners.

The Attorney-General said he appeared on a special motion to ask the Court to dismiss this action, on behalf of His Excellency the Governor, representing His Majesty the King, and at the request of the United States of America. The nature of this action was one *in personam* against Capt. Gore of the U.S.S. *Alexander* claiming from him personally damages for a collision between the *Alexander* and the said junk. The *Alexander*, an armed cruiser, was the property of a friendly nation. That vessel was free from jurisdiction of this Colony, so long as she demeaned herself properly. The exemption covered her as a public armed ship, under the comity of nations, and a cogent reason for that exemption was that any interference with her, as being a part of the military force of the friendly nation, would render her unable to perform the duty she was intended for. The proper procedure was not to interfere with the ship in cases where redress was necessary, but to apply to the Government to which the armed cruiser belongs through the usual diplomatic channels. The same exemption extended to the captain, officers and crew, as if they were taken out of her, she would remain merely a United States vessel, but no longer a part of the military power of the States. The same applied to the guns—they were not liable to the jurisdiction. There is a law in this Colony that permits a debtor to be sent to prison if he cannot find the money he owes. The captain of the *Alexander* could be so arrested, but under the comity of nations, such a serious interference with the efficacy of a vessel of a friendly nation is out of the question. An armed public vessel of a friendly nation is exempt from jurisdiction of a foreign Court, where he is in the port or execution of his Government orders, and not a private or free agent. The captain of an unarmoured vessel was a public officer of his country, and in foreign waters represented his country.

His Honour: But what about the extraterritoriality of the ship? The Attorney-General: Of course the vessels are extraterritorial. The immunity of these vessels is implied by the invitation extended to all foreign friendly powers to use our harbours, and those ships are immune from all private civil suits. That immunity includes the captain and crew so long as they demeaned themselves, and in no way interfered with our sovereign rights. The captain and crew of an unarmoured vessel, as part of such vessel, were integral parts of the military force of their country; and were, as such, immune from the jurisdiction of foreign Courts in all civil actions.

TRAID SOCIETY IN SARAWAK.

MURDER AND BLACKMAIL FOR ITS OBJECT.

EIGHT EXECUTIONS.

News has arrived from Sarawak of serious trouble in that State with an influential and widespread Chinese Secret Society, which seems to have assumed a very menacing aspect, and to have been as promptly attacked by the authorities, when it was discovered.

In the Rajah of Sarawak's dominions, news that is not wanted to be disseminated is easily ordered to be kept quiet. However, we (*Singapore Free Press*) have good reason to believe that the facts set forth below are true.

It appears that a month ago several mysterious murders took place among the Chinese and by the Chinese, but the authorities were not able to probe to the bottom a remarkable epidemic of homicidal crime. No one would give any information; and the Chinese showed the greatest reluctance to speak about the murders at all. At last the Sarawak authorities got wind of a Society among the Khekhs or Hakkas, having for its eventual object the defiance of the Government, but contenting itself for the present with recruiting by threats, and levying blackmail upon the smaller traders, threatening them with death in case of non-compliance with the demands of the emissaries of the Society. The murders which took place are alleged to be the vengeance of the society upon those who would not help or consent to be coerced.

After a prolonged inquiry of very great difficulty, eight men were arrested, and on being found guilty, after that were sentenced to be shot, this being done on Saturday, 23rd ult., on the execution ground by the side of the river near Kuching. There was a good deal of excitement among the natives over this event, but as they had the hint that the Government did not desire to have too much said, the talk was in a quiet way.

The investigations against the Society are still going on. As there are 30,000 Chinese in the State, it will readily be seen that there is an ample field for intrigue and secret societies, having for their object blackmail and terrorism. These murders of pepper planters have taken place quite recently, and nothing has been publicly said of any discovery of the murderers. That robbery was not the object of the crime is assumed from the fact that the possessions of the murdered men were left untouched.

A reference in the *Sarawak Gazette* is in the Lower Kelang report for April, where Mr. Pratt Barlow reports that: "The Divisional Resident informs me of the escape of two Secret Society Chinese from Kalaka after murdering a Chinaman there. Notice of this has been sent round but without any result so far. I do not, however, think it probable that the murderers will come to Matu. The Council Negri, which seldom meets in full force, is expected to hold a meeting shortly, and there is no doubt measures will be taken by the Rajah and his Council to prevent the extension of any Society, having such objects, or all calculated to establish an imperium in imperio in Sarawak."

The high revenues exacted to meet the war fund—yes, and also to encourage home industry—have brought about a 30 per cent. import duty on flour. The consumer has to pay this eventually, and I believe that when the bread shop begins to pinch the flour will be given up and the old staple of rice fallen back upon. For this reason I look for a decrease in export flour trade for Japan.

In regard to general trade conditions, I was particularly struck with the large quantities of American shoes I found in the Orient, but it is a peculiar thing that invariably you find an Englishman or a German selling them. Americans do not seem to have learned how to deal with the Orientals, and have to employ German and Englishmen, who have perfected themselves in the art, to do business for them. The only excuse I can suggest for this condition is that the Americans are too busy at home to study Oriental conditions and to educate young men to handle them. As a result, they are handicapped in entering that field by having to employ Chinese and their compradors and leaving in their hands the conduct of business.

While on his Oriental tour, Mr. Smith visited Yokohama, Tokio, Kio, Kobe, Nagasaki, Shanghai, Canton, and Hongkong.

THE FLOUR TRADE.

WONDERFUL POSSIBILITIES IN THE ORIENT.

That the Pacific Northwest will enjoy fully the flour trade of the Orient for some time to come, but will eventually meet with serious Manchurian competition, is the belief of P. B. Smith, of Minneapolis, who has recently returned from a tour through Japan and China. Mr. Smith is president of the St. Anthony and Dakota Elevator Company, president of the Minneapolis Chamber of Commerce, and a director of the Washburn-Crosby Milling Company of Minneapolis, in which he is largely interested. He has spent the past few months in China and Japan on a pleasure tour, accompanied by his wife, and immediately upon his return here two weeks ago left for San Francisco to observe the results of the shock and fire. Mr. Smith returned to Seattle on the 6th ult., registering at the Butler, where he spoke freely to a reporter for the *Post-Intelligencer* regarding his observations of business conditions in the Far East. He said:

"Of course, being associated with milling interests at home, I was deeply interested in that part of the trade and industry in the Orient. From my observations I would say without hesitation that there are wonderful possibilities in the Oriental flour trade for the Pacific Coast, but few for the Middle West states. We in Minneapolis, and this applies to our neighbours, are prevented at the very outset from competing with the coast by reason of the freight rate. To place ourselves on equal terms with your local people at tidewater we have to pay a freight rate of 40 cents per 100 pounds. This is prohibitive and cannot be overcome."

OUT OF THE MARKET.

Mr. Smith disposed of a question as to whether or not the railroads could not place the Minneapolis millers on a par with the coast by a shrug of the shoulders and the reply, "Well, you see how they have been examining railroads lately."

"No," he continued, "there is no chance of that. The Middle Western people will simply have to stay out of the market of the Far East."

"But within a few years, I should say within ten at the most, I really believe that Manchuria will be raising sufficient wheat to supply that entire trade, yes, even including Japan. They will, beyond doubt, be able to manufacture a very large percentage of the flour used there. Few people realize the extent of Manchuria."

"Manchuria is in the same latitude as the Middle Western states and is equal in area to Minnesota and the Dakotas. There is no reason why within a few years they should not be raising from 250,000,000 to 300,000,000 bushels of grain, and when they do that it seems to me that they will be nearly self-sufficient, so far as flour is concerned."

"But do the inhabitants there have the genius or capacity for the production and utilization of such crops?" was asked.

"No, they haven't at this time, but some one will go there and teach them. Just as soon as they begin to raise grain there actively you will find some American or European there to show and teach them how. Just at present everything is in a primitive fashion, but conditions are going to change soon, and the march of progress begun."

ONLY CHANCE FOR MIDDLE WEST.

"So far as I can see there is only one way in which the Middle West can enter into the Oriental flour trade, and that would be through failure of crops on this coast. In that event we would be looked to supply the demand. But that is our only chance. The Coast has not only the advantage of freight rates, but of the geographical position as well."

"It has been stated, Mr. Smith, that in comparison with Middle West flour, that of the Coast is better adapted to the needs of the Orient."

"Yes, to a large extent that is true. There is this difference—the middle West flour has a greater proportion of gluten, while the Pacific coast flour is more starchy. For this reason, and with the Oriental manner of cooking and handling, the Pacific coast flour is preferable."

In response to a query as to what he thought of the present flour situation in the Orient, Mr. Smith said:

"At present immense stocks are held in both Japan and China; in fact, I cannot see that there will be any demand for flour for at least three or four months. Take in China, for instance, at Tientsin when I was there I believe there were at least 10,000 barrels stored in the godowns. In other ports and throughout Japan there are equally large stores, which were laid in before and during the war. Vladivostok, of course, is now demanding flour, and China will be in the market shortly, but with Japan, I think that the high import duty will tend to lessen the demand for flour."

HIGH WAR TAX.

The high revenues exacted to meet the war fund—yes, and also to encourage home industry—have brought about a 30 per cent. import duty on flour. The consumer has to pay this eventually, and I believe that when the bread shop begins to pinch the flour will be given up and the old staple of rice fallen back upon. For this reason I look for a decrease in export flour trade for Japan.

In regard to general trade conditions, I was particularly struck with the large quantities of American shoes I found in the Orient, but it is a peculiar thing that invariably you find an Englishman or a German selling them. Americans do not seem to have learned how to deal with the Orientals, and have to employ German and Englishmen, who have perfected themselves in the art, to do business for them. The only excuse I can suggest for this condition is that the Americans are too busy at home to study Oriental conditions and to educate young men to handle them. As a result, they are handicapped in entering that field by having to employ Chinese and their compradors and leaving in their hands the conduct of business.

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WING LEE STREET NUISANCE.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—The sight of Wing Lee Street is so ugly looking to the eyes of the passers-by that it requires drawing attention of the Sanitary Board Authorities.

Besides the filthy condition of the street there is a portion of Crown land on the west side of the street for depositing all sorts of refuse, debris, &c. This practice has for a long time not been objected to or rather noticed by the officer of the Sanitary Department, which if allowed to continue will undoubtedly be injurious to the health of the persons living near, and also is likely to promote epidemic diseases. I shall thank you for kindly inserting this in your well esteemed paper in the interest of the public health and oblige—Yours, etc., I.U.M.

Hongkong, 4th July.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

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4 months' sight L/C..... 13/16

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1 month's sight L/C..... 13/16

4 months' sight L/C..... 13/16

6 months' sight L/C..... 13/16

3 months' sight L/C..... 13/16

1 month's sight L/C..... 13/16

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
PARING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	4th July.
GLASGOW and LIVERPOOL	"LAERTES"	12th "
GLASGOW and LIVERPOOL	"POLYPHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

The S.S. "Oanfa" left Singapore on the morning of the 29th ult., and is due here on the 4th inst.
The S.S. "Atyanax" left Singapore on Saturday morning, 30th ult., for Shanghai direct.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
* GENOA, MARSEILLES & L'POOL	"TEUCER"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
* GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
* HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	6th July.
	"TELEMACHUS"	4th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	14th July.
	"TYDEUS"	15th August.

For Freight, apply to
HONGKONG, 4th July, 1906.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
Cebu and ILOILO	"SUNGKIANG"	6th July.
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
MANILA	"TAMING"	10th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"HUICHOW"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 7th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship.	Tons.	Captain.	For	Sailing Dates.
"ANGLO SAXON"				About 10th July.
"JOHN HARDIE"				20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1906.

TAIN TING.

LATEST METHODS OF DENTISTRY.
Studio at No. 14, D'ARQUILLER STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
ALERIA	YOKOHAMA AND KOBE	5th July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
LEANTH: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

STEAMERS.	DESTINATIONS.	TO SAIL
* RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at SPOR, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	24th July.
ALERIA	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
LYEEMOON	SHANGHAI	6th July, Freight and Passengers.
AMBRIA	SINGAPORE AND CALCUTTA	7th July, Freight.
LYDIA	SHANGHAI AND CHINKIANG	9th July, Freight and Passengers.
ITHARA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WLAIVOSTOK	End of July, Freight and Passengers.

* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to
SIEMSEN & CO.

Hongkong, 2nd July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN	"CHEONGSHING"	THURSDAY, 5th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	FRIDAY, 6th July, 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 6th July, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	WEDNESDAY, July 11th, at Noon.
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
Other States Points. For through rates of Freight and further information, communicate
with or apply to
S. SILVERSTONE, Acting General Agent.

Hongkong, 3rd July, 1906.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"KANJU MARU,"

will be despatched as above, on or about TUESDAY, the 10th instant, at Noon.

To be followed by

The Chartered Steamship

"PROMETHEUS,"

Captain Cornelissen, on or about TUESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 3rd July, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched as above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW,
Hongkong, 18th June, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

will be despatched for the above Ports, on or about the 10th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 28th June, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 9th instant, at
9.30 A.M.

All Claims must reach us before the 14th
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 2nd July, 1906.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"ALEXIA,"

Captain Lüning, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 9th July, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th July, 1906, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Mooltan".
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 5th July, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBE,

MOJI AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th June, 1906.

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

Intimations.

CURTIS BROS. & CASES GAMING
MACHINERY ARRIVED HONG-
KONG PER S.S. "ESANG."

FROM CHEFOO, 21st JULY, 1905,
CONSIGNED TO MESSRS. E. H.
MURRAY & CO.

NOTICE is hereby given that the above
Cargo at present lying unclaimed in the
Godowns of the Undersigned, will be SOLD
by PUBLIC AUCTION by Messrs. HUGHES
& HOUGH, at their Auction Rooms in Ice
House Street, at 11 A.M. on FRIDAY, 13th
July, 1906, unless the same are previously
taken delivery of by Consignees, and the
charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers,
Indo-China S. N. Co., Ltd.,
Hongkong, 29th June, 1906.

COLD STORAGE.

THE HONGKONG-ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1906.

THE MEAT PACKING SCANDAL.

DEPARTMENTAL REPORT.

Washington, 8th June.

What is known as the department of agricul-
ture report on packing house conditions was
sent by the president to the house to-day.

A part of this report is a letter dated April 3,
1905, from A. D. Melvin, chief of the bureau of
animal industry, in which he says, commenting
on the sanitary conditions:

"From personal observation, I know that
sanitary conditions at abattoirs where this
bureau maintains inspection, while not always
satisfactory, are much superior to those at the
average establishment without such inspection."

Further he says he knows that many diseased
animals are not shipped to market centres
where inspection is maintained. He advises
the most rapid extension of the inspection
possible, and says the demand for inspection is
much greater than can be supplied.

"It might be well to state," he says, "that in
any slaughter house, no matter how sanitary
the conditions may be, there is much that is
revolting to one not accustomed to such sights
and one who visits them must expect to witness
scenes of blood and offal and to have his
nostrils offended by disagreeable odours, as
well as to see finely dressed beef and mutton
and tempting hams and bacon."

WEAKNESS TO BE REMEDIED.

He says the report of the committee of three
officials of the department is fully approved by
the bureau of animal industry, and that
wherever weakness in the system of inspection
has been indicated steps will be at once taken
to remedy the conditions.

He says he shall obey the order of the se-
cretary that when proprietors refuse to place
their premises in a sanitary condition he will
withdraw the inspection.

The report of the committee of three, dated
April 3, and signed by John L. Mohler, chief
of the pathological division; R. P. Sieddom,
chief of the inspection division, bureau of
animal industry, and George P. McCabe, sol-
icitor of the department of agriculture, ac-
companied the report, which consists of 143 type-
written pages.

The committee began its work in Chicago
March 12, and worked until March 22. All
abattoirs in Chicago having government in-
spection and two others were inspected.

COVERS EIGHT SUBJECTS.

The report deals with eight subjects: The
ante-mortem meat inspection service, the fe-
deral post-mortem inspection, including mi-
croscopic inspection; the meat inspection
maintained

MAILS.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for
MARSEILLES on TUESDAY, the 10th
July, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. TONKIN 24th July.
S.S. ARMAND BEHIC 7th August.
S.S. ERNEST SIMONS 21st August.
S.S. CALEDONNIEN 4th September.
S.S. POLYNESIE 18th September.
G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PRASIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

T. H. E. Steamship

"DELTA"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 14th July, at
Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Britannia, 6,515 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valises, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Alma-
taya*, due in London on the 26th August, 1906.
Passes will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TON-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About
"LOWTHER CASTLE" 25th July.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd June, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Can-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.
Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

22.50

20.00

WHISKY, FINE MALL.

16.75

JOHN WALKER & SONS' OLD HIGHLAND

20.00

C. P. & CO.'S SPECIAL BLEND

12.50

PORT WINE, INVALIDS

10.50

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

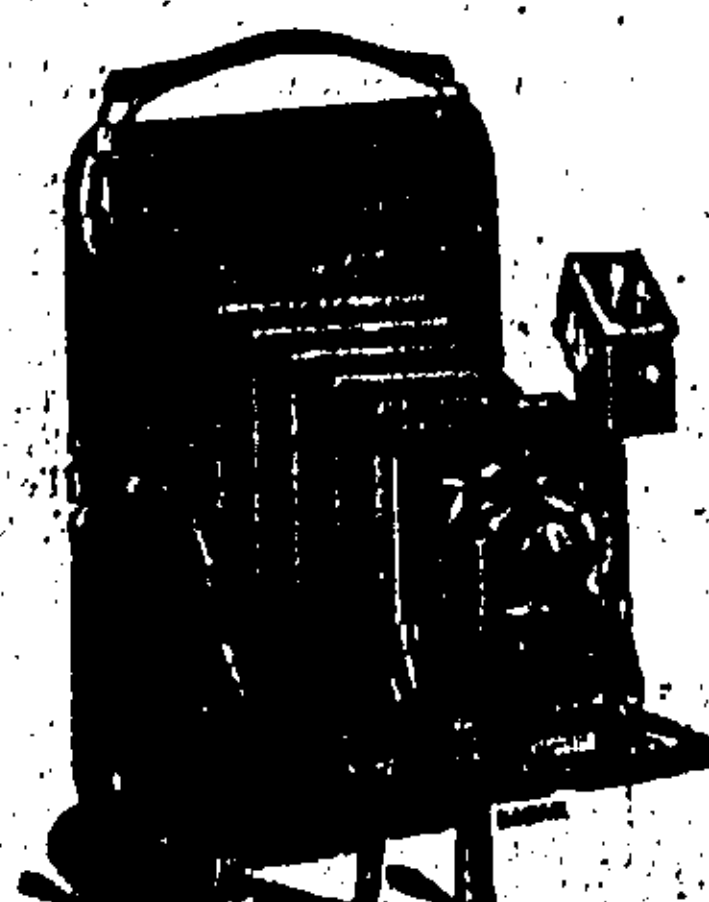
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 14th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$250,000 \$250,000 \$125,000	\$1,699,777 \$26.87 for 2nd half year 1905	3 1/2 %	\$820 ss. & b. London 1/2 ss.
National Bank of China, Limited	99,925	£7	£5	\$1,600,000 \$147,895	\$20 for 1904	5 1/2 %	\$350
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	Interim div. of 7/8 @ ex 7/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$2,000,000 \$200,000 \$200,000 \$200,000	Interim div. of 1/2 for 1905	4 1/2 %	\$180 sales
Union Insurance Company of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000 \$100,000	\$46 for 1904	7 1/2 %	\$85 buyers
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	\$25 for 1904	8 %	\$310
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$14 for 1905	7 1/2 %	\$20
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	\$34 for year ended 30.6.1905	8 1/2 %	\$42
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1 for 2nd half year making \$2 for 1905	7 1/2 %	\$26 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	12/- @ 1/100 = \$6.20 5/11 for 1904	8 1/2 %	\$77
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$100,000 \$100,000 \$100,000	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 62 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final Tls. 14 making Tls. 34 for 1905	7 1/2 %	Tls. 51 buyers
Do. (Preference)	1,000,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	1/- (Coupon No. 61 for 1905)	4 1/2 %	27/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$3.50 for year ending 30.4.1906	5 1/2 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$100,000 \$100,000 \$100,000	\$20.75	3 1/2 %	\$21
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
PEPINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	\$3 for 1897		\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 2 1/2 for year ending 30.6.04		Tls. 100 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 1/2 %	Tls. 9.70 sellers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 50 cents making G \$1 for 1905	7 1/2 %	G. \$14
South Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	No. 12 of 1/- = 48 cents		\$14 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$31 making \$6 for 1905	6 %	\$102 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$6 for second half year making \$12 for 1905	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 113 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	First year		Tls. 100
Minor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	\$24 for year ended 30.6.1905	8 1/2 %	\$31 buyers
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2.40 on \$12 for 1905	13 1/2 %	\$38 sales
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2 on \$74 for 1905		\$158 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$5 for second half year making \$10 for 1905	7 1/2 %	\$127 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$31 making \$7 for 1905	6 1/2 %	\$114
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 6 1/2 = 10 1/2 for 1905	14 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	80 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$24 for 1905	6 1/2 %	\$38 sales
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$1.90 making \$3.65 for 1905	7 %	\$63
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$100,000 \$100,000 \$100,000	3 % a/c 1898		Tls. 61 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	\$7 for 1905	7 1/2 %	\$90 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$100,000 \$100,000 \$100,000	1/3 per share for 1905	8 1/2 %	\$7 ex div.
Campbell Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$100,000 \$100,000 \$100,000	Nil		\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1.219	9 1/2 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2 dividend and 50 cents bonus for 1905	9 %	\$28
Hall & Holts, Limited	21,000	\$20	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2 1/2 for year ending 28.2.06	11 %	\$23 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1.00 for 10 months ending 28.2.06	8 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	65 cents for 10 months ending 28.2.06	26 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of \$15 making \$19 for 1905	6 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 50 cents making \$1 for the year second interim div. of Tls. 21 making Tls. 15.50 for a/c yr. ended 31.10.06	30 %	Tls. 123 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 31 final & Tls. 14 bonus making Tls. 84.1905	6 1/2 %	Tls. 137 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$100,000 \$100,000	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 3 making Tls. 14 for 1905	9 1/2 %	Tls. 127 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 37/6 making 53/6 for 1905/6		Tls. 355 sellers
South China Morning Post, Limited	2,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	First year		Tls. 280 sellers
Team Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$100,000 \$100,000 \$100,000	None		\$20
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$100,000 \$100,000	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Do. (Founders)	100	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	80 cents for year ended 31.5.1905	9 1/2 %	\$9
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$19.80	11 1/2 %	\$180
William Powell, Limited	15,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Final of 50 cents making \$1 for 1905	7 1/2 %	\$131
					Interim div. of 50 cts. for the year 1905/6	10 %	\$104 sales